





## The Saint Paul Press.

PUBLISHED BY THE  
PRESS PRINTING COMPANY.  
OFFICE—ADJOINING THE BRIDGE.

## Debt to the Soldiers all Paid.

We were able to announce a day or two ago, on the authority of a dispatch from Washington, that the Treasury Department has this week delivered to the paymaster-general the sum of seven millions of dollars, which will cover the debt of the government to the soldiers on back account. The country will share with our troops the lively satisfaction which this announcement must afford; and relief will be brought to much of the suffering from want which has existed in the families of soldiers who were absent fighting the battles of the country.

Through an unaccountable, if not unpardonable mismanagement, the government fell largely into arrears in its payments to the army. Hundreds of regiments could have been named, at the beginning of this year, that had not received a dollar of pay for six months—and many had gone without their dues even longer. When it is remembered that the great majority of the soldiers are poor men, whose families rely in part on their wages for support, it is easy to see what widespread distress might have been produced by the government's failure to pay the army, had it not been for the merciful charities of corporations and individuals, who made up to the destitute families of soldiers a part of their sustenance.

But the duty of the government, in redeeming itself from reproach on this account, has made all the amends possible for former shortcomings. It is a proud fact to record that it now owes the brave soldiers nothing for past services, except, of course, admiration, gratitude and praise; and that it is able to respond to its obligations to the army on every item of the account. The patriotic citizens who have labored so long and efficiently in providing for the families of soldiers.

There is one fact in connection with this matter that is worth noting and remembering. There were for a time very discouraging reports made of the temper of the army. There was murmuring in camp, and a feeling of discontent was believed to prevail. Since the Government commenced paying the troops, a better feeling has been growing up. And it is believed the spirits of the troops have risen just in proportion to the payment of their wages. Now they are all paid, they are everywhere satisfied and enthusiastic. We trust that hereafter there may be nothing allowed to come in the way of promptly and regularly paying off every regiment in our service.

## The First Medal Given for Gallant Conduct.

The first medal given for gallant and meritorious conduct in the face of the enemy, under the recent act of Congress, was presented by the Secretary of War to Jacob Parrot, a boy, and private in the Thirty-third Ohio, one of that brave little band sent off by General Mitchell to destroy southern railroads. His companions, twenty in number, were rewarded in the same way.

The Secretary of the Navy has just issued the first good conduct medals to our gallant tars. Among the names who are placed on this roll of honor we read of boy Thomas Flood, who took the place of the signal quartermaster when he was shot down, on board the Pensacola, in the attack on New Orleans. Also the name of boy Oscar E. Peck, of the Varuna, whose cool bravery was mentioned by Captain Boggs; and of John Davis, quartermaster, who sat on the powder, some forty-five men and boys are thus rewarded by the Secretary of the Navy. These will be proud fellows when they receive their medals before the whole ship's crew.

## Rebel Defeat.

Mr. Menninger, a few days ago sent a communication to the rebel Congress, in which he informs that body that the estimated expenses of carrying on the rebellion for the last month ending December 31st, 1862, the six months of the present year, will be, according to prices ruling in the South, fifty millions of dollars per month!

What a little drop in the bucket of rebel outlay is the paltry sum of fifteen millions per month so borrowed abroad! Fifty millions per month is a frightful debt to be contracted by a people which numbered at the beginning of the rebellion only five millions; and whose tax paying population is almost entirely under arms. But after all, with a repudiated President, and with men at the head of affairs whose first act was to refuse to pay their personal debts to northern creditors, the matter is not so alarming to a rebel as it would be to an honest man.

The new internal revenue stamp invented by Commissioner Lewis, and probably to be adopted in place of those now in use, will have a border around the vignette, on which are to be printed, at the top, figures representing three or four years, as '63, '64, '65, and on the sides and bottom the names of the months and figures for the days, from 1 to 30. The method of cancellation was to cut out with a knife before affixing a stamp, the whole border, except the letters and figures representing the date at which the instrument is issued. This will of course render the use of a stamp twice impossible. Stamps of a similar character have been suggested for postage. The fraud upon the Treasury, under the present system of Revenue stamps are very great,

amounting, according to one computation, to \$20,000 in New York City alone. Whether this be an exaggerated statement or not, it is certain that the sales of Revenue stamps are daily less, instead of more, as would be naturally expected. The loss to the Government through the use of cheaped postage-stamps several times are also very large.

How the Vicksburg Batteries were Passed by Admiral Porter's Vessels. The special correspondent of the New York Times gives an interesting account of the running of the Vicksburg batteries by our gunboats, which is mainly included in the following extract:

The gunboats selected were the Benton (flag-ship), Admiral Porter, Capt. Greer; Lafayette, Capt. Henry Walker; Price, Capt. Woodhouse; Louisville, Capt. Owens; Carondelet, McCloud Murphy; Pittsburgh, Wm. Hock; Miami City; — Tuscumbia, Capt. Shirk.

Of these gunboats all were armed with the Price; and except the Tuscumbia and Lafayette, will be recognized as the veterans of the famous battle of Fort Fisher. The Price is a powerful iron-clad, was captured from the rebels last June before Memphis. The Tuscumbia and Lafayette are new boats comparatively; the former is a sort of Monitor, with square turrets on her bow and stern, and is propelled by both screw and paddle; the latter is a massive mass of iron, with powerful machinery, and guns of the heaviest caliber. Each of the boats had added to her armor all the protection possible, with iron, cotton, hay, railroad iron, heavy timber, chains, or anything which would add strength to their weaker parts.

The transports selected were the Forest Queen (side-wheel), Capt. Dan Conner; Henry Olav (side-wheel), commanded by her mate, Silver Wave (side-wheel), Capt. McMillen.

After loading the holds of these vessels with all the supplies they could carry, command was given to the fleet to start. The transports were placed around the batteries, and the gunboats were ordered to open fire. The transports were to protect their vital parts—the upper works, pilot houses, etc., and were to be the care of the provisions and the lead gunnery of the Confederates.

The night of the 11th was first fired upon as the one in which to carry out the attempt. The transports, however, had not finished taking in their supplies, and the matter was necessarily adjourned till the next night. Wednesday night came, and just as everything was supposed ready, the crew of the Silver Wave got weak in the knees, and refused to go, with the single exception of the Captain. This produced a delay that was not remedied until too late to proceed that night.

Finally, during yesterday, every necessary preliminary was completed; soldiers were placed upon the Silver Wave, and the shore of the river was supplied by Lieut. Geo. O'Neil, of the Thirtieth Ohio, who volunteered for the hazardous undertaking. I believe that in the case of the Henry Olav, the entire crew was made up of soldiers, while in the case of the Forest Queen, Capt. Conner and his clerk, Billy Bleeker, together with every man belonging to the boat, were ordered to remain with her and share her fate.

Last night (Thursday) everything was in complete readiness before dawn. The plan decided upon was that the iron-clads should pass down in single file, with intervals between the boats of a few hundred yards. As the boats moved down the river, the batteries they should engage with their broadside guns, making as much smoke as possible, under cover of which the transports should endeavor to pass unseen.

A warm, cloudless day was succeeded by a clear twilight, beneath which boats came down the river, and the smoke of the batteries and the smoke of the city and its fortifications. The Von Plank, having on board Gen. Grant and wife, Gen. McClellan and wife, together with several other military officials and ladies, also came down from Milliken's Bend; and took a position just at the head of the canal, where the passengers had a most excellent view of the scene.

Lights twinkled busily from the Vicksburg hillsides until about 10 o'clock, when they disappeared, and about the same moment song and laughter on our side were hushed, as a shapeless mass of what looked like a great fragment of darkness was discerned floating noiselessly down the river. It was the Benton, and she had disappeared in the night, and was succeeded by another bank of darkness—the Lafayette, with the Price lashed to her starboard side. And thus we continued, the narrow vista which opened itself to our eyes, as if huge shadows detached themselves from the darkness above, floated across our vision, and disappeared in the darkness below. Ten of these noiseless shapes revealed themselves and disappeared, and then we knew that all the rebel batteries in the city, given us the first scene of the first act.

Three-quarters of an hour passed; people heard nothing, saw nothing, and suppressed breathing; saw nothing, save a long low bank of darkness, which, like a black fog, walled the view below, and just as the sky and river in the reflection of Vicksburg. And all watched this gathering of darkness, for in it we knew were thunderbolts, and lightnings, and volcanoes, which at any instant might light up the night with fierce irruptions.

So long a time passed without anything occurring, that people began to believe that the rebels had determined, for some unaccountable reason, to allow the fleet to pass below without obstruction; some men offered bets to back such opinions. However, this supposition was hardly broached ere it was contradicted most emphatically. At just a quarter before eleven, two bright, sharp lines of flame flashed through the darkness, at the extreme right of the Vicksburg batteries; and, in an instant, the whole length of the bluffs was a blaze with fire.

The fleet, which had rounded the Point, and now lay squarely before the city, at once responded by opening their broadsides and pouring their full broadside of twenty-five heavy guns, charged with grape and shrapnel, directly against the city. This introduced the second scene, and a most exciting one it was—the stars were veiled with crimson, the earth rocked with heavy thunder.

A great cloud of smoke rolled heavily over the gunboats, and in this the transports entered and made their "best time" down the river. The Forest Queen, which was in the advance, received a shot in the hull, and another through the steam-drum, which disabled her instantly. The Henry Clay, that came next, stopped to prevent her running into the other, and at the same moment was struck by a shell that set her on fire. The crew, demoralized by the stoppage and terrified by the fire, ran aimless around for a few

moments, then launched the yawl, sprang into it, and pulled for the shore. The pilot, finding that no engineers obeyed the helm, and a short time till the first began to scuttle round him, when he seized a plank, jumped overboard, and was picked up by a gunboat. The Clay, in the meantime, became a mass, that floated down the river until it disappeared below Warrenton. Had she been manned by men of nerve, the fire would have been extinguished and the boat carried through safely; the fact of her floating so far, shows that her hull was uninjured.

The Forest Queen was taken in tow by a gunboat and towed below without further damage. The Silver Wave did not receive a scratch.

The Vicksburg batteries were passed in about an hour and a quarter. Upon reaching Warrenton our gunboats took the initiative by pouring in their broadsides the instant they reached position, and so continuous and terrific was their fire that the enemy scarcely ever attempted a response.

In the night the fleet ran the blockade, losing only the transport Henry Clay, and one man killed, and two others wounded on the Benton. This is all our loss, which, considering the tremendous magnitude of the dangers through which the fleet passed, is next to none at all.

## Life in the South.

EXTRACTS FROM CHARLESTON PAPERS.

The Charleston Courier is likely to stop for lack of paper. The following letter from its paper master explains the case:—

April 1, 1863.—Dear Sir: On my return home I find, to my astonishment, that cotton is selling in this market at 12½ cents. As I have told you before, it nearly takes 14 pounds of cotton to make a pound of paper. This will run paper up to 75 cents or 81 per pound. As I presume the press cannot afford to pay these prices, and as my paper is now to be had, and we are forced to depend exclusively on the use of raw cotton, we shall be obliged to discontinue business and close our press for the present. I am ready to leave any suggestion that the press are ready to make under these circumstances. We are ready and willing to accept of the price of the press, but we cannot regulate the price of cotton. If the press will furnish us stock we will manufacture it into paper for them as low as it can be done. But the price of paper now depends entirely on the price of cotton.

## A NEW CANAL.

The Editors and Ashley Canal Company has been chartered by the South Carolina Legislature, and the undertaking is much urged by a Charleston paper as likely to "open up" the great commercial artery of the South, and to connect the rich cotton fields of the interior with the sea.

The project is to cut a canal from Lexington, Orangeburg, Barwell and Colleton, which will give a direct route to the sea, and will be a great benefit to the State.

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knights in Pennsylvania and other northern States to equip and outfit their own troops, and to equip and outfit their own troops, and to equip and outfit their own troops.

The Minnesota Indian War. We had another call to-day from Lewis Hendrick, the Stockbridge Indian who called on a few days since. He represents that he was in company with an Indian from Minnesota on Thursday, when he took for a scout or spy. He said he was full bloated, Indian, with the Sioux and Chippewa blood about equally mixed in him. He was dressed in citizen's clothes, could speak English, and appeared to be a sensible man.

He had a plenty of money, and spent it freely, and Mr. Hendrick thinks his object in coming here was to recruit for the Indian war in Minnesota.

Mr. Hendrick had considerable conversation with him, and from what he learned he believes it is the intention of the Sioux to attack the settlements in Minnesota.

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## Dry Goods.

SALE CONTINUED.

GREAT BARGAINS.

NEW GOODS.

D. W. INGERSOLL & CO'S.

A splendid stock of

New Dress Goods.

CLOTHS AND CASSIMERES.

EVERY VARIETY OF

FANCY AND STAPLE

DRY GOODS.

COUNTRY MERCHANTS

ARE ASSURED THAT WE

Will Sell at Chicago and Mil-

waukee Prices.

FREIGHT ADDED.

WE OFFER

OUR WHOLE STOCK

AT

WHOLESALE OR RETAIL.

All purchases of

DRY GOODS

Are invited to call at

D. W. INGERSOLL & CO'S.

ST. PAUL, MINN.

OFFICE SUPERINTENDING EXHIBIT AFFAIRS.

ST. PAUL, April 29th, 1863.

Sealed Proposals.

Will be received at this office until the

8th day of MAY, 1863, at 4 o'clock P. M.

for the furnishing of the following Ammunition

to the amount of \$1,444.27.

MISSISSIPPI.

To the amount of \$500.00.

The above named provisions will be let to the

lowest responsible bidder or bidders, to be de-

livered at the following places, to wit: The

following provisions: One half of the 1st day of

May, to be subject to the inspection and approval

of the Superintendent of Indian Affairs, or such

person as he may select.

The right is also reserved to the Superintendent

of the Indian Affairs, to reject any and all

provisions that he may deem inferior to those

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## SAINT PAUL AND PACIFIC

RAILROAD.

SUMMER ARRANGEMENT.

On and after MONDAY, APRIL 29th, Passenger Trains will run as follows:

Leave St. Paul. Arrive at St. Anthony. Leave St. Anthony. Arrive at St. Paul.

5:45 A. M. 6:20 A. M. 8:00 A. M. 8:55 A. M.

11:20 A. M. 12:45 P. M. 2:40 P. M. 2:55 P. M.

1:30 P. M. 6:05 P. M. 6:20 P. M. 7:05 P. M.

W. B. LITCHFIELD,

General Superintendent.

INGERSOLL'S HALL.

The Old Originals.

Organized in 1845.



**Miscellaneous.**  
1863. 1863.  
**P. F. HODGES & CO.**  
DEALERS IN  
Standard Farm Machinery,  
At  
Nicols & Deans' Iron Store,  
Third Street,  
St. Paul, Minn.

Agents for Emory & Phipps' Buffalo Threshing  
Machines.  
"McCormick & Co's" Massillon Threshing  
Machines.  
"McCormick & Co's" Reapers and Mowers.  
"John H. Manny's" Reapers and Mowers.  
"McCormick & Co's" Reapers and Mowers.  
"H. A. Rice & Co's" Chicago Threshing  
Machines.  
Also a general stock of Agricultural  
implements on hand, to which we invite the  
attention of farmers and others wishing to  
purchase.

**ESTABLISHED 1780.**  
**Peter Lorillard,**  
Snuff and Tobacco Manufacturer,  
10 and 12 Chambers St.,  
New York.  
Formerly in the service of New York.  
Would call the attention of Dealers to the article  
of his manufacture, viz:  
**BROWN SNUFF.**  
Manufactured by  
Fine Virginia,  
Cuba, and  
American tobacco, Copenhagen,  
Yellow Snuff.  
Honey Dew Snuff,  
High Forest Snuff, Fresh Honey Dew Snuff,  
High Forest Snuff, or Leaf Snuff,  
Fresh Snuff.

Great Attention is called to the large reduction  
in price of Fine Cut Smoking and Snuffing  
Tobacco, which will be found of a superior quality.  
**TORACCO.**  
FINE CUT CIGARETTES, No. 1, No. 2, No. 3, No. 4, No. 5,  
No. 6, No. 7, No. 8, No. 9, No. 10, No. 11, No. 12,  
No. 13, No. 14, No. 15, No. 16, No. 17, No. 18,  
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# MINNESOTA HISTORICAL SOCIETY

## FINISH

## ST PAUL DAILY

## PRESS

JAN 1  
1863

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DEC 30  
1863

Title: St. Paul daily PRESS		88-12-1978	
3:1 - 3:102			
Inclusive Date:	Jan 1 1863	Apr 30 1863	
Originals held by:	MHS <input checked="" type="checkbox"/> Other <input type="checkbox"/>	Date:	12/6/1978
Prepared by:	V.A. Rogers	Format:	1A <input checked="" type="checkbox"/> 2B <input type="checkbox"/>
Filmed by:	<i>[Signature]</i>	Date:	12/12/1978
Reduction Ratio:	15	Camera No.	461/2
	Voltmeter	No. Expos.	430
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